OPIC Kiskunlachaza			25X1
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- 1. An airfield was located about 4 km east of DOFE) south of the paved good from kiskunla haza to Bug rnmost point of the airfield was about 1.5 km, dis les (47°01°N/ 19007 E) railroad line. A brancheroad connect located at its northwestern side with the Kis about 3,500 meters from southwest to northese field which was southeast. There had allegedly already been plans in that area during World War II. The construction In the spring of 1924, construction work was still barracks installations. A southwest-northeast runw d'in 1948. and at the s long, was still under construction is the learned that construction work or 1954. It was not believed that of soring of at the he ground consisted of field. Aircraft hangars and the field. There were a total of 12
- 2. Take-offs and landings by manoplanes and biplanes at the field were repeatedly observed from Riskunlachaza and Bugyi, Single-jet aircreft took off and landed at the field for the first time in the fall of 1953. All jet sircreft were of the same type and were referred to by the normalation as MiG-15s. The aircraft had considerably swept back wings. Up to 8 MiG-15s were seen aloft at the same time; stotal of 10 to 12 MiG-15s was said to be stationed at the field.
- In the late fall of 1953, Humarian soldiers with imidentified service color were seen on the road connecting the field with the Kiskunlachaza Bugyi road. These soldiers did not wear service caps to the AVH members who coastly were guarding the field. It is believed that the soldiers were the flying personnel stationed at the field. From a construction worker it was learned that Humarian pilots had been retrained in jet aircraft by Soviet instructors at the field. The Soviet instructors allegedly were not quartered at the field, but arrived daily by motor vehicles.

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Approved For Release 2007/11/07 : CIA-RD	25X1 P80-00810A005600820009-4
CLASSIFICATION CONFIDENTIAL	
COUNTRY Hungary	REPORT
TOPIC Kiskunlachaza Airfield	25X1
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DATE OF CONTENT  DATE OBTAINED  DATE PREPA	RED 2 December 1954 25X1
REFERENCES	25X1
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REMARKS	25X1
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- 1. An airfield was located about 4 km east of Kiskunlachaza (47°11°N/19°00°E) south of the paved road from Kiskunlachaza to Bugyi (47013'N/19008'E). The westernmost point of the airfield was about 1.5 km distant from the Budapest-Kunszentmiklos (4701'N/ 19007 E) railroad line. A branch road connected the entrance of the airfield which was located at its northwestern side with the Kiskunlachaza-Bugyi road. The field extended about 3,500 meters from southwest to northeast and 2,000 meters from northwest to southeast. There had allegedly already been plans for the construction of an airfield in that area during World War II. The construction of the field was started in 1948. In the spring of 1954, construction work was still under way at the field and at the barracks installations. A southwest-northeast runway, 2,500 to 2,800 meters long, was still under construction in the fall of 1953. From a worker at the field it was learned that construction work on a second runway had been started in the spring of 1954. It was not believed that other concreted lanes were being constructed at the nd remained firm after heavy rainfall. field. he ground co located at the western edge of the field. Aircraft hangers and uding 3 to 4 hangars. There were a total
- 2. Take-offs and landings by monoplanes and biplanes at the field were repeatedly observed from Kiskunlachaza and Bugyi. Single-jet aircraft took off and landed at the field for the first time in the fall of 1953. All jet aircraft were of the same type and were referred to by the population as MiG-15s. The aircraft had considerably swept back wings. Up to 8 MiG-15s were seen aloft at the same time; a total of 10 to 12 MiG-15s was said to be stationed at the field.
- 3. In the late fall of 1953, Hungarian soldiers with unidentified service color were seen on the road connecting the field with the Kiskunlachaza-Bugyi road. These soldiers did not wear service caps as worn by the AVH members who possibly were guarding the field. It is believed that the soldiers were the flying personnel stationed at the field. From a construction worker it was learned that Hungerian pilots had been retrained in jet aircraft by Soviet instructors at the field. The Soviet instructors allegedly were not quartered at the field, but arrived daily by motor vehicles.

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